

POWER SYSTEMS



POWERPACK® SYSTEM



'98-15
4.0L/3.8/3.6L

PowerPack Systems for 4.0L

For the ultimate in Jeep performance and power, Banks has combined four remarkable upgrades into one peerless engineered power system – the Banks PowerPack. With the Banks PowerPack, you get it all – the Banks Ram-Air Intake System to more than double stock airflow, the bulletproof stainless steel Banks Revolver/TorqueTubes to unleash unparalleled torque through optimal exhaust extraction, Banks Monster Exhaust to virtually eliminate backpressure and keep exhaust flowing freely through the system, and a Banks AutoMind, the pre-loaded and dyno-proven all-in-one programmer and scan tool.

Stinger Systems for 4.0L / 3.8L / 3.6L

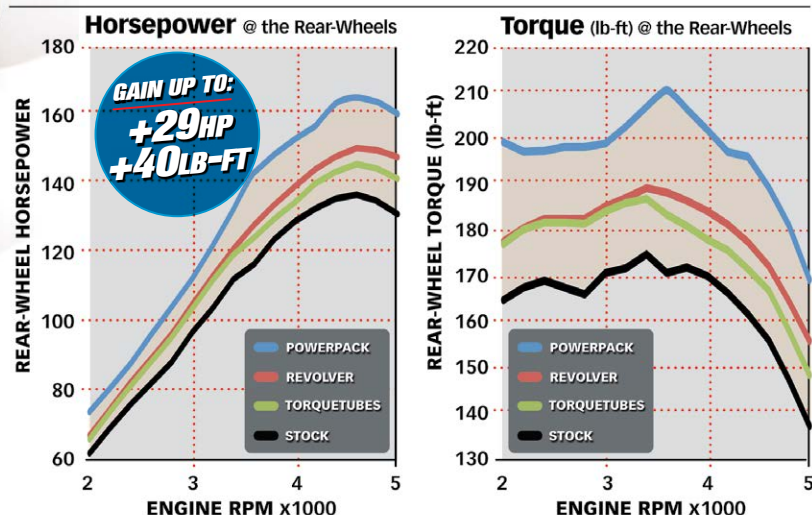
The Stinger System for the 3.8L and 4.0L Jeeps includes a Banks Ram-Air Intake, Banks Monster Exhaust and Banks AutoMind Programmer. An economical combo, the Stinger System delivers a balanced gain now and can be further upgraded down the line with the addition of a Banks exhaust manifold.



STINGER® SYSTEM



JEEP POWERPACK TEST DATA



bankspower.com

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Gale Banks Engineering
546 Duggan Avenue
Azusa, California 91702

For Product Information Please Contact Us at:
ph 800-816-4389
Mon-Fri, 7:00am-4:00pm (Pacific Time)



All products are CARB E.O. certified or in process.



ENGINEERING EXCELLENCE SINCE 1958

First and foremost, Banks is an engineering firm. The Mechanical Engineering Department, staffed with world class automotive people, designs and tests the latest high performance equipment. In the Race Shop, Banks' special project vehicles feature cutting-edge diesel and gasoline development, multiple turbo applications,

mind-boggling horsepower and head-turning style. Sophisticated electronic engineering technologies are applied to engine improvement in the rapidly growing Computer Systems Engineering Department. Gale Banks Engineering designs every engine from the center line of the crankshaft, out.

Jeep

'87-15 JEEP WRANGLER CHEROKEE GRAND CHEROKEE

PROGRAMMERS

- » AUTOMIND®
- » BANKS iQ® FLASH

INTAKE SYSTEMS

- » BANKS RAM-AIR®

EXHAUST MANIFOLDS

- » TORQUETUBE®
- » REVOLVER®

EXHAUST SYSTEMS

- » MONSTER® EXHAUST

POWER SYSTEMS

- » POWERPACK®
- » STINGER®

banks
CATALOG AND TEST REPORT

TUNING



'98-15
4.0L/3.8L/3.6L/2.5L/3.0L

AutoMind Programmer and AutoMind Flash Programming Module

AutoMind Programmer and AutoMind Flash Programming module are fully updateable. Programmable features vary by vehicle.



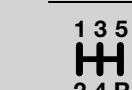
Includes a fuel economy calibration in addition to HP & torque tunes



Adjust or remove top speed/engine rev limiter



Tire size calibration



Adjust shift points and/or shift firmness



Axle gear/Transfer case size calibration with 4-Wheel Hi axle lock



Adjust cooling fan activation temperature



Real time idle up and throttle body relearn



Adjust spark advance



Read and clear trouble codes



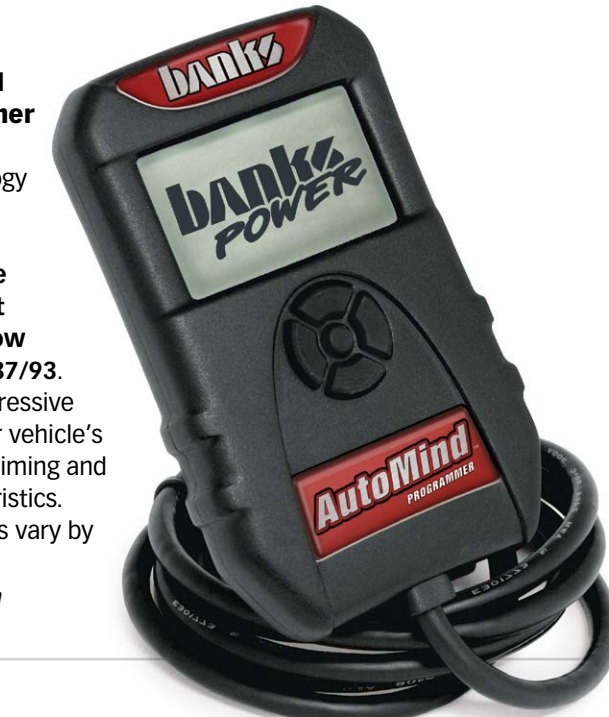
Internet updatable



AUTOMIND® PROGRAMMER

The Banks AutoMind Handheld Programmer is the latest in Flash Programming Technology for your Jeep. Choose from pre-loaded dyno-proven tunes: **Extreme Sport 93, Super Sport 91, Sport 87, Work/Tow 91, Crawl, Economy 87/93.** AutoMind delivers impressive gains by adjusting your vehicle's fuel injection, ignition timing and transmission characteristics. Programmable features vary by vehicle.

(see additional capabilities on left side bar)



BANKS iQ® FLASH

Banks iQ Flash couples the vast capabilities of the Banks iQ with the versatility of the **AutoMind Flash Programming Module.** It takes Performance tuning to the next level. (Available for most OBD equipped Jeeps)



The Banks AutoMind Flash Programming Module works in conjunction with the Banks iQ to provide a host of programmable features that you control directly from the 5" color touch screen.

(Already have a Banks iQ? The Banks AutoMind Flash Programming Module is also sold separately)



The Banks iQ Machine Interface is an informative window into the core of your vehicle. iQ features a series of screen modes including performance measuring, economy tracking, diagnostics, entertainment, navigation and much more.

ENGINEERING | PROTOTYPING | TESTING | MANUFACTURING

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INTAKE SYSTEMS



'97-15
4.0L/3.8L/3.6L

Banks Ram-Air Intake System

When our Engineers disassembled and tested the stock Jeep air intake, they found a long list of power-robbing airflow choke points — so they designed a totally new Intake system that more than doubled the airflow. The Banks Ram-Air Intake System replaces the stock flat panel filter with a reusable, conical filter to provide maximum high-flow airflow. Its huge inlet, enclosed housing and significantly larger tubing dramatically improve the airflow to the cylinders for more power and improved fuel economy.



BANKS RAM-AIR INTAKE FOR JEEP 4.0L SHOWN



BANKS RAM-AIR INTAKE FOR JEEP 3.8L SHOWN

STOCK INTAKE

Narrow Opening

Stock intake gets things off to a bad start by limiting airflow with a miniature opening followed by a restrictive 90° detour into the housing.

Small Filter Area

Non-reusable flat panel filter in small housing with sharp corners; restricted airflow; frequent filter replacement.

Small Factory Tubing

It's like pushing air through a straw; compare the factory tubing to the large Ram-Air tubing and you'll see why Banks has over twice the flow.

Torturous Bend
After fighting its way through the factory obstacle course, the air has to make a tight, pressure-robbing exit.

Bellows Impede Flow
In flowbench testing, the factory bellows restricted the airflow from the cramped filter area.



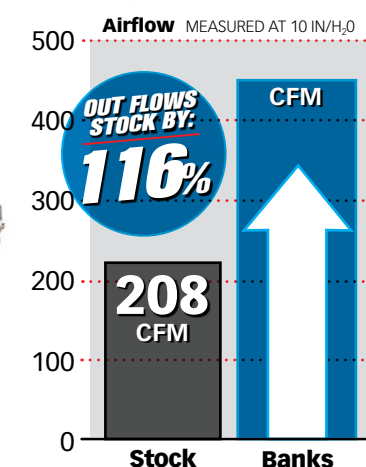
RAM-AIR® INTAKE

Enclosed Housing
With its smooth radius & large diameter, the enclosed housing promotes superior airflow & keeps out power-robbing hot underhood engine air; increases performance & mileage.

Giant Reusable Filter
Superior high-flow filtration compared to flat panel stock filter; large area means fewer cleanings & more sustained performance.

Intake Tube
Shaped by computational fluid dynamics (CFD) software to optimize airflow.

BANKS RAM-AIR INTAKE FOR JEEP 3.6L SHOWN



Largest Air Intake

Ram-Air offers the largest flow area of all — bigger than stock and the competitors; as a result, it doubles stock flow.

Helmholtz Resonator
Frequency tuned to eliminate drone associated with competitors' intakes.



TORQUETUBES®

Unrestricted Exhaust Ports
Primary tubes are sized and shaped to match cylinder-head exhaust port and stay in place with a continuous 360-degree weld to the 0.5" flange on the inside and out.

Primary Tubes Fully Welded
Each tube is welded to the flange twice, inside & out.

Super-duty Manifold Flanges
0.5" thick flanges never warp, leak or crack. Machine milled, dead-flat, after welding, leaving a perfectly level surface. Competitors machine first and weld second, which can lead to distortion.

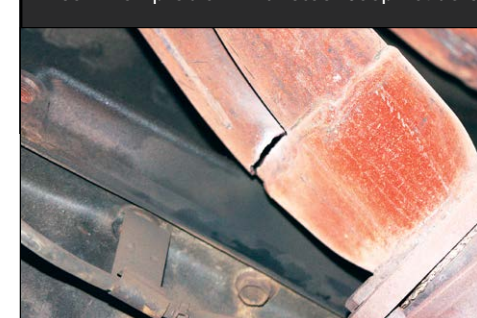
T409 Stainless steel
Sustains exposure to ultra-high temps for superior durability. Mandrel-bent tubing for better airflow.



Non-deforming Manifold Outlet Seal
Self-aligning exhaust seal will never compress or blow out. Bolts easily to stock exhaust — requires no cutting or welding.

A Nasty Crack

A common problem with stock Jeep headers



2.5L TorqueTubes
Heavy 400-series stainless steel replaces the crack-prone stock piece; thick 0.5" flange double welded, machined dead flat and precisely fitted; **never warps or cracks**; bolts on easily



'91-06
4.0L/2.5L

Banks TorqueTubes

The Jeep Wrangler is an American icon — but even icons can have room for improvement. Banks Engineers found that the Jeep's stock exhaust manifold greatly restricted exhaust flow and, consequently, power. Even worse, the restricted exhaust flow allows heat to build up, causing an alarming tendency for the stock manifold to crack. The solution? The virtually indestructible, T409 grade stainless steel Banks TorqueTubes. Banks TorqueTubes are engineered to optimize exhaust extraction to cut back on damaging heat retention and improve responsiveness, engine efficiency, and longevity. While the stock flange restricts flow by not aligning squarely with the ports, Banks TorqueTubes' thick, precision-milled flange lines up perfectly for maximum exhaust extraction. No warping. No leaking. No cracking. Banks TorqueTubes are mandrel-bent and the collector's seamless design leads to consistently smooth, unobstructed exhaust flow.

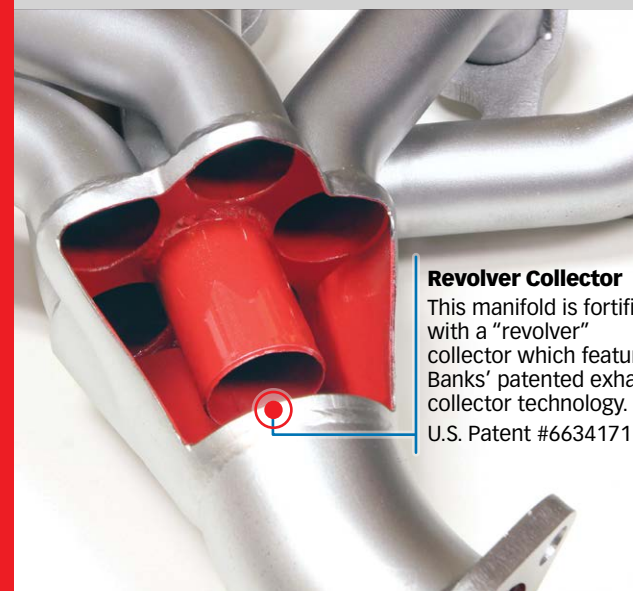
EXHAUST MANIFOLDS



'91-99
4.0L

Revolver Exhaust Manifold

The new Banks Revolver Exhaust Manifold for the Jeep 4.0L ('91-99) out muscles the competition with tougher construction, quicker acceleration and more power than ever. Sure, the Banks Revolver is made from super-durable, mandrel-bent T409 grade stainless steel tubing and sports a 0.5" thick precision ported and machined flange — but what really sets it apart is Banks' patented exhaust collector technology. Banks Revolver Exhaust Manifold features a longer center tube in its 6 cylinder exhaust collector to capture exhaust pulse action and convert it into massive torque throughout the operating range. This design focuses on maximizing the "scavenging effect" and ensures your Jeep is always ready to handle even the toughest terrain.



Revolver Collector
This manifold is fortified with a "revolver" collector which features Banks' patented exhaust collector technology. U.S. Patent #6634171

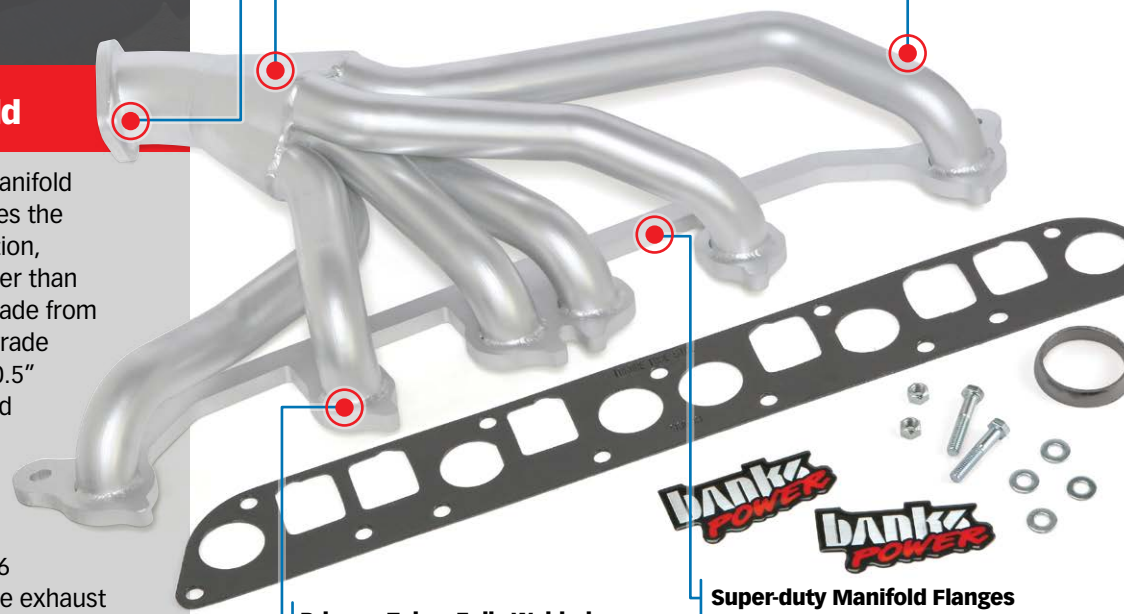


REVOLVER®

Non-deforming Manifold Outlet Seal
Self-aligning exhaust seal will never compress or blow out. Bolts easily to stock exhaust — requires no cutting or welding.

"Revolver" Collector
Banks' patented collector with extended center tube is designed to pull the exhaust pulses from the engine for quick throttle response on the draw.

T409 Stainless steel
Sustains exposure to ultra-high temps for superior durability. Mandrel-bent tubing for better airflow.



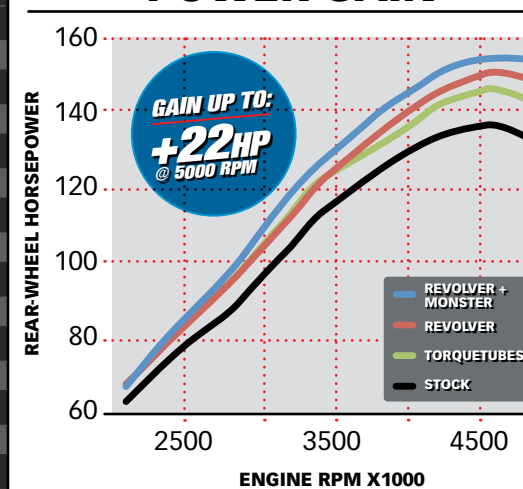
Primary Tubes Fully Welded
Each tube is welded to the flange twice, inside & out.

Super-duty Manifold Flanges
0.5" thick flanges never warp, leak or crack. Machine milled, dead-flat, after welding, leaving a perfectly level surface. Competitors machine first and weld second, which can lead to distortion.

BHP GAIN

Revolver + Monster	
RPM	Gain
5000 rpm	22.5 hp
4800 rpm	20.0 hp
4600 rpm	17.6 hp
4400 rpm	17.2 hp
4200 rpm	16.4 hp
4000 rpm	15.8 hp
3800 rpm	15.1 hp
3600 rpm	14.3 hp
3400 rpm	14.1 hp
3200 rpm	13.9 hp
3000 rpm	12.2 hp
2800 rpm	10.8 hp
2600 rpm	9.3 hp
2400 rpm	7.4 hp
2200 rpm	6.0 hp
2000 rpm	4.1 hp

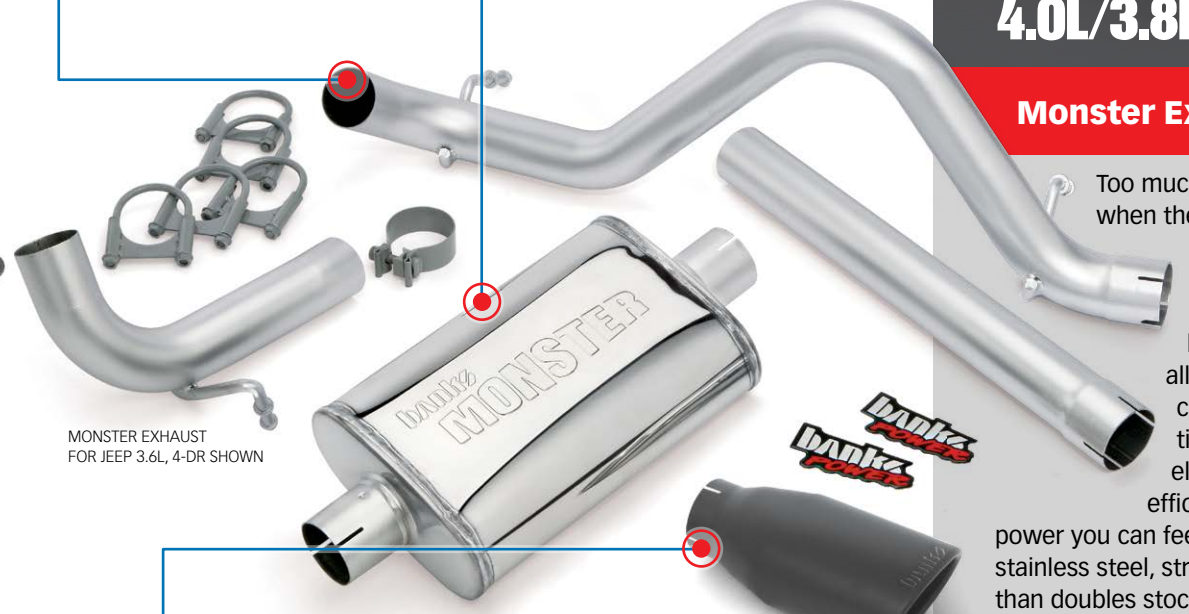
POWER GAIN



MONSTER® EXHAUST

Monster Tailpipe
2.5" T409 grade stainless steel tubing. Hangers welded in factory stock grommet locations. Mandrel-bent for a constant diameter to eliminate backpressure caused by exhaust turbulence.

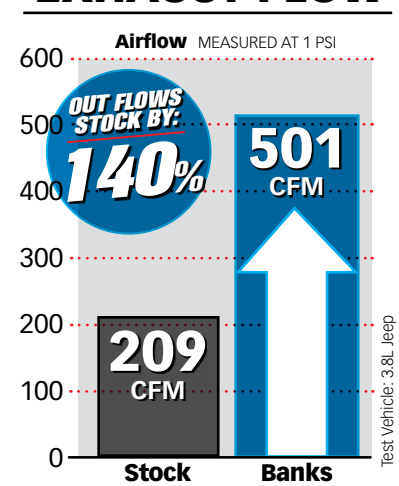
Monster Muffler
Polished, stainless steel, straight through muffler; virtually eliminates backpressure without the drone. **Outflows stock by 140% and the competitors by 44%** while maintaining a deep authoritative tone.



Banks Tailpipe Tip
Available with Chrome over stainless or High-Durability Black — these tips give your Monster exhaust a high quality finished look.

Available in Chrome

EXHAUST FLOW



'87-15
4.0L/3.8L/3.6L/2.5L/3.0L

Monster Exhaust

Too much potential power is lost when the Jeep engine labors to expel exhaust gases through a backed-up system. The Banks Monster Exhaust keeps exhaust flowing freely all the way from the catalytic converter to the tailpipe tip. Backpressure is virtually eliminated, resulting in greater efficiency, fuel economy and power you can feel. Banks Monster Exhaust's stainless steel, straight through muffler more than doubles stock flow, and it's sound tested to deliver that rich, throaty growl you want, with none of that maddening drone you'll find in our competitors' generic designs.